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The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL.
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Hong Kong Wa Tin Yat Po.
ISSUED DAILY.
CHUNG YAT MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, delivered to the door
in Hong Kong. Outwards, \$10.00 per annum,
including postage.

VOL. XLIX. No. 9898.

號五月一十年四十九百八千一英

HONGKONG, MONDAY, NOVEMBER 5, 1894.

日八初月十年午甲

PRICE, \$2 PER MONTH.

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T. JACKSON,
Chief Manager.

HONGKONG, August 18, 1894. 332

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INCORPORATED BY ROYAL CHARTER 1853.
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" 3 " 4 %

A. O. MARSHALL,
Manager, Hongkong.

HONGKONG, May 17, 1894. 825

THE MERCANTILE BANK OF INDIA, LIMITED.

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SUBSCRIBED, £1,125,000.
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ON FIXED DEPOSITS:—
For 12 months, 5 %
For 6 months, 4 1/2 %
For 3 months, 4 %

JOHN THURBURN,
Manager, Hongkong.

HONGKONG, June 18, 1893. 278

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

Intimations.

BIBLE, BOOK AND TRACT DEPOT,
6, D'Aguilar Street.

CHRISTMAS CARDS.
LATEST DESIGNS.
GREAT VARIETIES.
Hongkong, November 3, 1894. 1774

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of PROFIT for that year to be PAID as BONUS to CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th day of NOVEMBER next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, October 31, 1894. 1745

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions for the year ending 31st December last, in order that the proportion of PROFIT for that year to be PAID as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1894. 1754

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Final BONUS of FIVE PER CENT. on CONTRIBUTIONS and a DIVIDEND of NINE DOLLARS per SHARE for the Year 1893 will be Payable on MONDAY, the 8th instant. WARRANTS may be had on application at the Office of the Society on and after that date.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, October 6, 1894. 1610

CANTON INSURANCE OFFICE, LIMITED.

1893 ACCOUNT.

NOTICE TO SHAREHOLDERS.

A Final DIVIDEND of 55 per SHARE has this Day been declared. WARRANTS will be ISSUED on MONDAY, the 22nd instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, October 20, 1894. 1696

FOR SALE

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894. 1

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VORONOFF'S CELEBRATED BINOCULARS and TELESCOPES. RETURN'S LAMP and OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. CHRISTIE & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY in great variety.

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DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices.

PRIVATE BOARD AND RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

Mrs. MATHER,
2 and 3 Fiddler's Hill.
Hongkong, July 24, 1893. 1287

Business Notices.

LANE, CRAWFORD & Co.

NEW STOCK.

HATS and BOOTS.

FANCY TENNIS SHIRTING.

HOSIERY and OUTFITTING.

RUGS and DRESSING GOWNS.

SHIRTS, COLLARS, TIES, BRACES, HANDKERCHIEFS.

LANE, CRAWFORD & Co.

TELEPHONE 97.

Hongkong, October 12, 1894. 1642

W. POWELL & Co.

WINTER STOCK OF FENDERS

(\$3.50 to \$40.00 each).

FIRE IRONS

(\$2.50 to \$20.00 set).

W. POWELL & Co.

Hongkong, October 20, 1894. 1742

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR NEARSHIP. DATE. REMARKS.

LONDON, &c., Rastell, Noon, 8th Nov. See Special Advertisement.

SHANGHAI, Bombay, About 8th Nov. Freight or Passage.

JAPAN, Penang, Noon, 8th Nov. Freight or Passage.

LONDON, via MARSEILLES, Manila, About 9th Nov. Freight or Passage.

SHANGHAI, Rastell, About 13th Nov. Freight or Passage.

LONDON, Bombay, About 24th Nov. Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).

For further Particulars, apply to

P. & O. S. N. Co.'s Office, H. H. JOSEPH, Superintendent.

Hongkong, November 5, 1894. 1777

H-KONG TRADING CO.

(JUST OPENED).

ART SERGES (FRINGES TO MATCH).

LACE CURTAINS.

CHILDREN'S BEDSTEADS.

HONGKONG TRADING Co.,
Nos. 1 to 5, D'AGUILAR STREET.

Hongkong, October 31, 1894. 1747

HONGKONG HOTEL.

Telegraphic Address, "Kremtin" A.B.C. Code.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

R. TUCKER, Manager.

Hongkong, November 2, 1894. 1613

HOTEL CHAMBERS.

BOARD and LODGING, from \$60 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager, or R. LYALL, Secretary.

1613

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE No. 35.

A B.C. Code.

THIS Magnificent HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed. THE CUISINE is under the personal superintendence of an experienced EUROPEAN STeward.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of Visitors.

TRAMWAY TICKETS are supplied to Residents and Visitors at the HOTEL at reduced rates.

For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894. 1623

DAWSON'S PERFECTION

OLD SCOTCH WHISKY.

ALLISTON & Co.,
SOLE AGENTS, HONG KONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893. 1949

A RAMBLE THROUGH SOUTHERN FORMOSA.

By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALES, 150, Leadenhall Street, London; also, Mr. M. MOULLE, Amoy.

50 Cents.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE of THIS PAPER, Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALES, 150, Leadenhall Street, London; also, Mr. M. MOULLE, Amoy.

50 Cents.

Intimations.

WANTED.
AN ENGLISH NURSE to look after Two Children.

Apply to
Care of This Office.
Hongkong, November 1, 1894. 1750

NOTICE.

THE Undersigned are prepared to GIVE ESTIMATES for Fitting the PATENT PROCESS on Land and MARINE BOILERS for Burning CHARBONNAGES COAL DUST.

GORDON & Co.,
BOWENSTON FOUNDRY,
East Point.
Hongkong, August 20, 1894. 1348

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CON. NAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.
Hongkong, September 28, 1894. 1564

ALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.
Hongkong, August 18, 1891. 1612

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE, with every convenience.

Mrs. STAINFIELD,
Manager,
1, Queen's Road East.
Hongkong, June 30, 1894. 1102

NOTICES TO CONSIGNEES.

STEAMSHIP CALEDONIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships Cambridge and Erymanthe, from Havre ex Steamship Erymanthe, and from Bordeaux ex Steamship President Leyol, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Friday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 8th instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before THURSDAY, the 8th instant, or they will not be recognised.

All Damaged Packages will be examined on THURSDAY, the 8th instant, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, November 2, 1894. 1763

To Let.

TO LET.

N. O. 7, STYMONS TERRACE.
OFFICES in VICTORIA BUILDINGS, GODOWNS in WANCHAI, at the back of McGRATH'S BARBERS.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, October 8, 1894. 329

TO LET.

N. O. 2, PEDDER'S STREET, next to the Post Office.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, March 16, 1893. 504

TO LET.

DWELLING HOUSES—
'HIGHCLERE,' at MAGAZINE GAP. No. 1, RIFON TERRACE. No. 8, OLD BAILEY. No. 9, CHANCERY LANE. A HOUSE in WEST END TERRACE, FLOORS in BLUE BUILDINGS. FLOORS in ELGIN STREET, PRINCE STREET and STANFORD STREET. FLOORS in No. 6, SHELLEY STREET.

GODOWN.
BLUE BUILDINGS. No. 7A, PRAYA CENTRAL.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, October 10, 1894. 18

THE CHINESE TWINS, TWO BOYS JOINED TOGETHER, have arrived from SHANGHAI, and will be ON VIEW on the First Floor of No. 49, QUEEN'S ROAD CENTRAL, from 9 a.m. to 9 p.m.

Entrance from Queen's Road only. Admission:—20 Cents.

Hongkong, October 16, 1894. 1680

Entertainments.

HARMSTON'S GRAND CIRCUS.

ROYAL MENAGERIE OF PERFORMING ANIMALS.

Entertainments.

HARMSTON'S GRAND CIRCUS.

ROYAL MENAGERIE OF PERFORMING ANIMALS.

THE GREATEST COMBINATION of Artistic Talent ever concentrated in our organization.

Justly claimed.

THE WORLD'S GREATEST! 3 Gages of Performing TIGERS, LEOPARDS, LIONS, PERFORMING ELEPHANTS, 60 HORSES and PONIES.

Our selected Arabian Stud.

6 FAMOUS EQUESTRIAN ARTISTS, EACH A GENIUS IN THEIR RESPECTIVE LINE.

NEITHER EUROPE NOR AMERICA can produce and compete with our great ANIMAL KINGDOM.

THE GREATEST DEPARTMENT is on the same scale of magnificence. Only the best in every line secured especially to please our Patrons.

GRAND OPENING NIGHT, TO-MORROW! November 6th.

GRAND PAVILIONS AT WEST POINT. Doors open at 8 p.m.; to commence at 9 sharp.

PRICES OF ADMISSION: Boxes of 6 Chairs \$12.00 Single Seats in Boxes 2.00 Dress Circle Chairs 1.50 Stalls, Carpeted Seats50 Gallery (for Chinese only)30

BOX PLAN at KELLY & WALES, where Seats can be secured.

MATINEES EVERY WEDNESDAY AND SATURDAY AFTERNOONS. Doors open at 2 o'clock; to commence at 4 sharp.

Children Half-price to matinee performances to all parts of the CIRCUS.

ROBERT LOVE, S. RIEBEL, General Agent.

Hongkong,

HARMON'S Circus arrived from Japan yesterday by the *Yamato*, and already the Circus has been erected at West Point, permission to establish the tents in the rear of the Cricket Ground, on the Praya Reclamation, having been refused. The whole of the Circus fittings, as well as the Manager, which is a valuable adjunct of the Circus, were landed in good order. The opening performance takes place to-morrow evening, and seats may be booked at Messrs Kelly and Walsh. This is the most popular Circus that visits Hongkong, and during its brief stay here it should be well patronized.

A FAIRLY incident occurred this morning during the voyage of the *Huanchang* from Macao to Hongkong. About half-past eight o'clock, shortly after the steamer had passed the Praya Grande, Macao, an old man named M. F. de P. Rodriguez jumped overboard. Lifebuoys were thrown to him: the steamer was stopped, and a boat lowered, and he was picked up in an insensible condition. Dr. Rosa, who was a passenger by the same steamer, applied restoratives and worked hard to save Rodriguez, but he expired about an hour afterwards from the effects of his immersion. Upon the arrival of the *Huanchang* at Hongkong, the body was handed over to the Police, by whom it was taken to the Mortuary. It is supposed that poverty and sickness had driven the deceased to commit suicide. He leaves a widow in Macao, and a son in Manila. He was over 60 years of age.

THAT incident at Aden between the Admiral and the P. & O. Captain is worth a special word. We all know the P. & O. officer's Hindustani vocabulary beginning with 'Hindustani' are few; they couldn't be fewer. I would suggest a 'Navigation verse' for P. & O. officers based on somewhat similar lines, says a writer in the *Times of Ceylon*:

THE NAVIGATOR'S GUIDE.
Navigating rules are few,
You'll learn them in a week,
Don't make a flag-ship go astern,
Or you'll be pilloried for cheek.
Don't disregard a signal, too,
The sure to lead to row,
And in Eastern waters you may get
A shot across your bow.
Remember that an Admiral
Is 'British ruling wave,'
And understand all merchant-folk
Are Britons who are slaves!

THE MAXIM GUN COMPANY.

On Saturday last the Maxim Gun Corps, under Captain Murray, A.D.C., had a very instructive and pleasant outing at Saiwan Bay. About twenty-five members of the Company turned up at Headquarters, and at 2.15 p.m. started with four guns for the Commissariat pier, where they embarked on board the *Tommy Atkins* for Lyceum. The guns were towed along on a pontoon. Arrived at the Lyceum R.A. jetty at about 3.30 the Company disembarked, and marched through Shaukiwan village. They turned up the gap at the end of the village and leaving the road on the crest turned down over a very rough track into the Chinese country overlooking Saiwan Bay. Upon arrival they could not get a good sight of the bay, so it became necessary to unhitch the guns and haul them through the scrub and over the rocks, until they regained the crest of the ridge. The guns then came into action about 4.30 p.m., opening fire at 1750 yards on four different targets. After firing about 80 rounds per gun, the second line of targets was fired at, at a range of about 1600 yards, and finally the whole fire of the guns was concentrated on two targets about 500 yards off. The light then giving out it was deemed inexpedient to indulge in carbine shooting as contemplated; so the guns, after the water had been run off and they had been fired up, were taken up to the cemetery again and the detachments fell out for well-earned refreshments. It was about 5.30 p.m. when the Company started back, and after a pleasant tramp through Shaukiwan, Quarry Bay, &c., they got to Headquarters at 8.45 p.m. and dismissed.

The shooting with the Maxim guns, on the whole, was very satisfactory. The men on the guns seemed to get the range very quickly and accurately, and there is no doubt that there really been an enemy in the Bay these beautiful guns would have made their presence disagreeably felt. These outings are most useful in training men to circumstances likely to arise during active service, and the officers and men would, no doubt, like to see them carried out as often as permitted.

The Company has given up the use of ponies for draught purposes and the opinion has been expressed that they have made a decided change for the better in getting oxen instead. The oxen seem to be all that is required, and looked very smart in the uniform provided for them.

ABOUT 5 p.m. on the 22nd ult. a very severe earthquake occurred in various districts of Yamaguchi Ken, Japan, resulting in the loss of no less than 350 lives. Many people were wounded. The number of houses burnt or damaged by the shocks is estimated at over 1,600. The last disaster occurred there 91 years ago.

A Roman correspondent states that the Congregation of the Propaganda have sent numerous subsidies to the Catholic missions in China in view of recent events. The Vatican is in communication with France, which has a protectorate over the missions, in order that it may intervene with other European Powers in favour of the missionaries, who have sent to the Propaganda very alarming reports.

ROYAL HONGKONG YACHT CLUB.

THE opening cruise of the Royal Hongkong Yacht Club took place yesterday, in favourable weather. With the exception of the *Servette* and the *Pearl*, the whole of the fleet put in an appearance. The boats are as follows:—

First Class.
Petrel.....Capt. Royal Artillery.
Payne.....Capt. Royal Engineers.
Dart.....Capt. 5th Regiment.
Stella.....Mr. F. H. May.
Ladybird.....Mr. C. D. Wilkinson.
Erica.....Mr. A. Denison.

Second Class.

Cam.....Mr. F. Howell.
Edith.....Mr. G. P. Lamont.
Kitten.....Capt. Murray, A.D.C.
She.....Mr. C. H. Gale.
Mary Ann.....Mr. C. H. Gale.
Arrows.....Lieut. Carey, R.A.

The *Dart* led the way about mid-day from the *Victor Emanuel*. The *Dart* was flying the burgee of the Club's Commodore, Major Byton, and all the boats displayed their new colours with the blue design and the Club burgee. There was a whole-sail breeze, and the Commodore led the way round the western end of Stonecutter's Island, and then it was a beat up to the bay at Laichikok which was reached about an hour after the start. About 60 members and their friends sat down to tiffin in the Customs marsh at Laichikok. In the afternoon the usual ladies' race was sailed, the course being from the Laichikok Pier to the *Trocas* buoy and back. The *Dart* (with Mrs. Byton at the tiller) got off with a good lead, followed by the *Stella* (steered by Miss Boyes and having on board Commodore Boyes), *Payne* (Miss B. Hancock), *Ladybird* (Mrs. Moore), *Petrel* (Mrs. Drury), and *Erica* (Mrs. Denison). The following second class boats also took part in the race: *Edith* (Mrs. G. P. Lamont) and *Kitten* (Miss Barker). In the light breeze, the *Dart* increased her lead and got round the buoy first. She was never headed and won easily from the *Stella*. The new boat *Erica* got a bad start, but managed to catch up several of the boats after rounding the *Trocas* buoy. The *Kitten*, which also had a bad start, was practically out of the race from the beginning.

It was a pleasant sail home in the evening in a light and steady breeze. The day's outing was one of the most enjoyable since the Club was constituted.

The first Club race takes place on Sunday next.

The *Erica*, Mr. Denison's new boat (his old *Pearl* having passed into the hands of Mr. W. H. Wickham) held her own and more with some of the first-class boats. She swings round, in going about, at a tremendous rate, and her helmsman has to hold on for all he is worth. This quality may prove dangerous in a following sea, but if she can be kept straight she will distinguish herself before the end of the season.

The *Ladybird* has got new sails. It was not until the return journey that they got into anything like form. They were without bottom, rendered possible, perhaps, by the straight leech. She has a long and perpendicular yard.

Since last season, the owner of the *Cam* has given her a new counter, which makes her 24 feet over all, and she, like the *Ladybird*, appeared with new sails. They were not sitting very well. The most noteworthy feature is the sloop's extremely short mast.

In the reach to Laichikok the *Petrel* showed very good form.

In the course of an interview on the subject of the manning of armed cruisers by Naval Reserve officers and men, an official of the Peninsula and Oriental line said:

We have a large proportion of Naval Reserve men on the ships of our fleet than any other company. The fact is that the other companies have taken a great personal interest in the Naval Reserve; they can see how vital it is to our commerce to have a good reserve, and we have a great many Naval Reserve men in our service. The highest rank which is given a Naval Reserve officer is that of Lieutenant. Our commanders only rank as that. Only 300 lieutenants are provided for in the scheme, and my information is to the effect that 280 commissions have been issued, and of these 45 are in our service. But beyond that we have nothing like 180 sub-lieutenants and midshipmen—and a midshipman is a first officer—also in our employ. Our agreement with the Admiralty is that two-thirds of the officers and one-half of the reserve officers shall be Naval Reserve men, and we carry that out to the full. But, as I understand, all the crews will in future have to be Royal Naval Reserve men? That is very fine on paper, but I should like to know where you are going to get the men from. There are not enough Royal Naval Reserve men to go round. The inducements are not sufficient to make them join. This is especially so in the case of engineers, who are after all the most important men in a modern ship's crew. About the armament. None of the ships carry their guns? No, but some of the company's ships are already fitted with gun platforms, and the guns can be put on board at any terminal port with great rapidity. I may tell you that when the last Russian scare was in full swing our armed cruisers in China and Sydney were out exercising their crews and guns within thirty-six hours of the order to arm being received.

Attention has also been called to the arming of the Messagerie Maritimes. Not only do these vessels carry large crews of well-trained gunners, gun, and ammunition, but the captains are mostly all men who have served their time in the navy, a good many of them having ascended to the rank of first lieutenants. Should we have to use our mail steamers we would find a grave difficulty in finding suitable officers. There is no doubt that the French system is in this respect much more complete than ours.

On the 22nd ult. a number of studies at college, didn't he? Yes, he pursued 'em, but I don't think he ever caught up with any.

HONGKONG RIFLE ASSOCIATION.

There was a small attendance on Saturday, and the light was exceedingly bad, which accounts for the poor scores made. The Cup was won by Major Wootley, and the Spoon by Petty Officer T. Bishop and Capt. Palmer. The following are the best scores:—

Name	200	300	400	500	600	700	800	900	1000
Maj. Wootley	35	30	25	20	15	10	5	0	0
Petty Officer T. Bishop	30	25	20	15	10	5	0	0	0
Capt. Palmer	25	20	15	10	5	0	0	0	0
Capt. Moore	20	15	10	5	0	0	0	0	0
Maj. R. Vetter	15	10	5	0	0	0	0	0	0

CRICKET.

A match was played at the Happy Valley on Saturday between teams of the Hongkong Rovers and C. Coy. of the S.L.I. The Company won. For the winners Hooper captured seven wickets for 13 runs; for the Rovers, Kerr secured four wickets for 20 runs and Robinson three for 13.

R. K. ROVERS.

Whybrow, b. Wall	16
Cummings, b. Hooper	0
Kerr, b. Hooper	4
Robinson, b. Martin	1
Langley, c. Derry, b. Hooper	0
McHardy, b. Hooper	3
Strathie, b. Hooper	0
Norris, b. Hooper	0
Rich, c. Crowther, b. Wall	1
Nichols, not out	0
Thompson, b. Hooper	0
Extras	4
Total	37

C. COMPANY.

Pte. Bastin, b. Kerr	0
Pte. Derry, b. Kerr	18
Pte. Hooper, b. Langley	4
L. Carey, b. Kerr	15
Br. Jones, b. Kerr	16
Pte. Wall, b. Robinson	0
Pte. Crowther, b. Robinson	0
Pte. Martin, b. Robinson	0
Pte. Barry, not out	3
Wagland, not out	0
Jones, did not bat	0
Extras	6
Total for 8 wks.	49

THE CHINA-JAPAN WAR.

PROGRESS OF THE JAPANESE ARMY.

The following telegram was received by us yesterday:—

HIROSHIMA, Nov. 4, 2 p.m.
[Information was received here that on the 31st October the Japanese army entered Fuzhou-hwang-cheng. The Chinese army broke up in disorder, the main body, and the Generals, retiring on Moukden, while others dispersed north-west towards Haichang, near Newchwang, and south towards Takahase, which is already in the hands of a Japanese force. The people of the district are said to be rejoicing at the dispersal of the Chinese army which has been looting indiscriminately.]

After the engagements near Chiu-lien-cheng, the Japanese army found over 300 Chinese corpses.

The spoils that have fallen into the hands of the invading army so far consist of 55 guns, 1,600 rifles, 20,000 rounds of artillery ammunition, and 2,500,000 rifle cartridges, besides a quantity of baggage.

THE JAPANESE ARMY IN MANCHURIA.

The following telegram was received in Hongkong from Tokyo yesterday:—

Marshal Yamagata's telegraphic report, dated Chiu-lien-cheng, 3rd November, 2.15 p.m., reads as follows:—
On the 31st October the detachment under Major-General Tachibana occupied Fungfeng, the principal fortification next to Moukden. The chief part of the Chinese army fled towards Moukden and the remainder in the direction of Haichang (near Newchwang) and Takahase. The natives, having suffered from the plunder and devastation of the Chinese soldiers, welcome our army. The captures up to date amount to 55 cannon, 1,600 small arms, about 20,000 shot for cannon and about 2,500,000 for small arms, and a great number of miscellaneous articles.

CAPTAIN LANG STILL BELIEVES ON CHINA.

The following statement, copied from an interview published in the *Times*, evidently refers to Captain Lang who attempted to revivify the Chinese Navy during the few years he held command:—

The British naval officer who was for nine years in the service of China as the organizer of the navy of that country has been interviewed.

"I am afraid," he said, "that things are not as they were when I left four years ago. There is splendid material in the men, but the inherent conservatism of the Chinese people, their absolute indifference to all that goes on outside, and the want of anything like esprit de corps are an insuperable bar to progress. When I was here the fleet was capable of doing anything, and I should not have been afraid to take it anywhere. But it is too much to expect that that state of efficiency should have been maintained. The fact is the Chinese never expected to go to war. They treated Japan with the utmost contempt, and Japan for her part had the same feeling for China."

"Now that they are actually engaged the Chinese are, no doubt, less prepared than they would be to meet a few years ago. It is not that the ships are inefficient or the men wanting in courage, but they are an Eastern race with the worst characteristics of Eastern races fully developed—there is not the least patriotism among either officers or men. They are, however, as brave as one could wish, and absolutely fearless of death. In my day the officers were of a different class, indifferent to most things which did not tend to their own personal advancement."

"It is difficult to tell from the conflicting accounts which fleet gained the advantage in the engagement of the Yalu. Apparently the Japanese ships were the better handled, but this may have been partly due to the fact that the Chinese movements were hampered for want of a room. One account published within the last few days says that the Chinese fleet advanced in V-shaped formation. I cannot understand this. It was not a formation which they ever learnt, and I think it far more likely that they advanced, in fact, in a loose, uncoordinated manner. In fact, the Chinese fleet did not seem in a hurry to offer battle. They are not likely to do this on any occasion. It is their way. But when forced into a corner they will fight admirably, and in the long run, in spite of the present reverses on land and sea, they will get the victory. In one respect they are better on land than on sea. Their armies are raised in provinces, and between men of the same province there is something more nearly approaching a patrie sentiment. For this reason the Chinese have more cohesion, more actually, than the navy. Admiral Ting, however, is a very brave and capable man, and personally I would follow him anywhere. Many of the captains are less capable and cannot be made to understand the importance of drill and discipline."

There are several Europeans with the fleet, and excellent fellows they are. The European officers who were in the late engagement are all in subordinate positions. Of late years the Command has been solely in Chinese hands, with little assistance to the fleet, I should say. To compare the Chinese ships with the Japanese, the Japanese have lately gone ahead a little the faster of the two, and, if the accounts of the battle may be believed, the advantage in the matter of speed is not to be underestimated. What is meant by the references to the superiority of the Japanese in the matter of quick-firing guns. If the latest reports are correct it would confirm the impression that the Chinese fleet has not kept pace with the times since the withdrawal of European influence.

"I see that, according to the latest Chinese version, only four torpedoes were fired by them during the action and all of these were ineffective, while the Japanese say that, on their side, they only discharged one torpedo. It was because the Chinese were waiting in torpedo practice. We used to have plenty of it and the use was very apt and efficient. The officers did not like it; they would rather have been ashore. Even in my time there were difficulties in preventing the fleet from being brought into the position through family influence and put into positions for which they were unfit for training."

"China, however, will win, for her resources are infinite. I do not believe she has yet put her best troops into the field. She can hardly be less sure than we are that in the end will find that she has undertaken a task beyond her strength."

FRANCE AND GREAT BRITAIN.

The following telegrams appear in the *Times*—

Paris, Oct. 2.—The *Figaro* writes to-day with reference to Anglo-French relations: 'England must resign herself to the fact that France has now become a Colonial Power, and cannot permit Colonial questions which interest her to be treated without being informed of it, and she will properly insist on her right to interfere in questions which concern her alone. The policy followed by France in the Congo question was a lesson in results to England, and, moreover, the English are not the people to show obstinacy when they find themselves face to face with people who are more ready to yield their position. The English wish to be treated with courtesy always. Very well, send them about their business, and everybody in France will be pleased. If M. de Combarès does this with politeness—and he is the man to do it—nobody in England will say anything.'

The *Journal des Debats*, adopting a much more prudent and rational style, points out that France has formally recognized the French protectorate over Madagascar, and the 'only thing of which our neighbours complain is that the protectorate does not work properly, and that France cannot guarantee the safety of the island. The policy of the French is to isolate the island. But the moment that France makes up her mind to carry out her international engagements, what reproach can she merit? We might just as well criticize the action of the English protectorate over Zanzibar, which we might not forget was the result of the recognition of our protectorate over Madagascar.'

Paris, October 2.—According to the *Revue*, the four following reasons are assigned in diplomatic circles for M. Leger's retirement:—1. He was not capable of following the new direction which has been given to French foreign policy. 2. He did not understand the present position of the French Republic. 3. He was not in sympathy with the present attitude of the French Ministry for Foreign Affairs. 4. He failed to supply the information which his Government required regarding the difficulties which existed between the French Republic and the Republic of China concerning pending questions on the Niger and other regions in Africa. 4. In regard to Madagascar, the French Government considered that they were not sufficiently informed regarding the intentions of the British Cabinet. M. Leger was also said to have been disappointed in the impression upon the British Government in which France was placed to reconcile the exigencies of the situation in Madagascar with its attitude towards the Hovas.

The *Nagasaki Express* reports that the P. & O. s.s. *Malala* has been purchased by a *Yamato* broker of Naga, and has been re-named the *Yamato Maru*. The same Co.'s s.s. *Cathay*, at present chartered to the Nippon Yusen Kaisha, is also said to be under arrangement to become the property of the same firm. The *Yamato Maru*, which one day will probably continue on her present charter. The *Yamato Maru* is a P. & O. s.s. which was purchased by the Nippon Yusen Kaisha, and re-named the *Yamato Maru*. She was transferred to the Japanese flag, and was placed in command on the 22nd ult. The *Ben* line s.s. *Benigata*, recently sold to Japanese, has been re-named the *Woyo Maru*.

MOTHER (to runaway Tommy): 'Is there any place I can put you and be sure of finding you there five minutes after?' Tommy (moeily): 'You might try the cupboard.'

Sue (petulantly): 'I don't care if you are captain, you needn't devote all your time to drilling your company.' He: 'But, my dear, a captain is known by the company he keeps.'

HOTSWIRE: 'Well, if I give you some breakfast, you'll have to take it by chopping some wood for me.' Tramp: 'I'd like to bludge you, lady. But, blesser 'art, I ain't the likes of 'er ter feller in the footstepes of Mr. Gladstone!'

THE PROTECTION OF BRITISH SUBJECTS IN CHINA.

The Press Association learns that Sir William Robinson and Admiral Fremantle are acting in conjunction with Mr. O'Connor, the British Minister at Peking, for the protection of British life and property in China. Although preparations have been made to augment the British forces in Hongkong, it was found that there were difficulties in the way in the matter of transport and camping arrangements. These, however, it is understood, have been overcome, and the British troops will be given ground on the mainland to which the Chinese Government will have no objection. (It is difficult to see what possible objection could be raised by China to our troops camping on our own ground—Ed. C. M.) The 1st Battalion Shropshire Light Infantry, some 600 strong, were sent on board the *Yamato* by the 1st Battalion Rifle Brigade, but it is understood that this arrangement has now been altered.

The same authority learns that the British Government may think the time has arrived when it is possible to ask the European Governments to take some joint action in the East which would tend to the disarmament of the forces between China and Japan. Great Britain originally offered her good services to assist the difference between the two Powers; but the offer was refused. It is still possible to offer suggestions for pacification.

The India Office has been in frequent communication with the Secretary and the Commander-in-Chief in India, and it is believed that should the Cabinet decide to send a large force of troops to China the arrangements could be made within a week, and that no obstacle would be placed by China in the way of protecting British subjects.

The serious news as to the progress of the war in the East is doing much attention in military circles to the strength of the British land forces at stations nearest to the Chinese coast; and it is stated at the War Office that at Hongkong, the principal British post in the China Seas, there are about 3,000 troops, and a Major-General Barker, C.B., is in command. Barker, however, is not an European, the latter consisting of two companies of garrison artillery, a company of fortress engineers, and the 1st King's Shropshire Light Infantry, which battalion, by present arrangements, is soon to be replaced by the 1st Battalion of the Rifle Brigade from India. Beyond these General Barker has four companies of native artillery, one of native Engineers, and the Hongkong Regiment, 1,000 strong, chiefly recruited in India. At Singapore the British military establishment, under Major-General Macgregor, C.B., numbers only about 1,400 a company of British Artillery, the 2nd Lancashire Battalion, shortly to be relieved by the 2nd Northumberland Fusiliers, half a company of Royal Engineers, and native artillery and engineers amounting to about 1,000 men only represent the ordinary garrisons, and neither from Hongkong nor the Straits Settlements would it be possible to draw any forces for the protection of British interests in Chinese ports; so it is assumed that all demands for such service would have to be met from India.

The *Globe's* Aldershot correspondent states that orders have been issued for the reinforcing of the 4th Royal Prince Consort's Own Rifle Brigade, now at North Camp, Aldershot, to be sent to 13th ult. for Hongkong, embarking on the transport *Junius* at Southampton. The Rifle Brigade, which is now under Lieutenant-General Macgregor, C.B., is only represent the ordinary garrisons, and neither from Hongkong nor the Straits Settlements would it be possible to draw any forces for the protection of British interests in Chinese ports; so it is assumed that all demands for such service would have to be met from India.

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